

MOLINE-KNIGHT TEST SHOWS FINE RESULT

Flattering Analysis of Motor's
336 Hour Run Made
by A. C. A.

GOOD POWER IS BUILT UP

And Engine Shows Little Carbon and No Wear—Carburetor and Ignition Perfect.

A flattering analysis of the work of the Moline-Knight motor which ran for 336 hours in the laboratory of the Automobile Club of America is contained in the report just made by Chairman F. R. Hutson and Herbert Chase, laboratory engineer, as well as their associates on the technical committee of the A. C. A.

"The Moline-Knight motor ran without any stop whatever for 336 hours," the technical committee says, "with wide open throttle and set spark at an average speed of 1,117 revolutions per minute, giving an average brake horse-power of 33.3. The lowest horse-power reading for any fifteen minute interval during the entire 336 hours was 36.4. At the end of this period, without stopping the mo-

tor, the speed was increased and the motor developed an average of 58 brake horse-power for a period of one hour while averaging 1,678 revolutions per minute. "Prior to and following the endurance run a series of short tests were made with wide open throttle and spark set for maximum power to determine the power, friction and fuel consumption of the motor at various speeds. The same carburetor setting employed during the endurance run was used in these runs. The maximum brake horse-power shown in these tests was 53.6 at 1,632 revolutions per minute.

"There was a wide variation in atmospheric conditions during the test, the temperature of the air blowing upon the motor varying from 37 to 71 degrees, with an average of 57 degrees, while the barometer varied from 29.95 inches to 30.19 inches of mercury with an average of 29.83 inches. It was noted that the power of the motor increased and decreased as the barometer rose and fell.

"The carburetor was a one and one-half inch Schebler and no changes in the carburetor setting was made during the endurance run. The ignition was furnished by the Bosch duplex magneto. Four Bosch plugs were put in at the start and none of those was taken out of the cylinders or otherwise disturbed until after the endurance test was completed.

"The motor was dismantled before and after the tests to permit careful inspection. At the end of the test the parts of the motor were, without exception, in excellent condition. There was no perceptible wear on the bearings, sleeves or other parts. The slight irregularities in the sleeves were built up with carbon, to form a close fitting glossy surface. The ports in the sleeves were not burnt, and there was only a very slight deposit of carbon on the port edges.

"The cylinder heads and the tops of the pistons showed only a very thin coating

of carbon, and only small quantities of carbon were found elsewhere. No shake could be felt in any bearing, and there was every indication of perfect lubrication. There was not a single ring in either piston or cylinder head which was not perfectly free at the end of the test. The running of the motor as regards noise and vibration was not appreciably different at the end of the test from that at the start and early hours.

"The manufacturers of the motor have filed with the club an affidavit which states that the motor is a stock model in every particular, including design, material and workmanship, except as to the hot air supply pipe for the carburetor, which was not used during the test, and which will be built integral with the crankcase in all motors, except the first six produced. Of these six the motor tested is one."

An idea of what the ignition system performed in the 336 hour test can be got when it is known that more than 44,352,000 sparks were produced by the magneto and 11,638,000 sparks passed across the electrodes of each of the four plugs. It took just \$8,704.000 separate movements of the magneto contact breaker to produce these sparks.

This performance evidences the efficiency of the magneto as an ignition source and the reliability of Bosch magneto and Bosch plugs in particular.

Gaulois Tire Prices Down.

The cut in the retail price of automobile tires announced last month by the American manufacturers is forcing the importers of foreign made tires to similar action. The Gaulois Tire Corporation has again reduced its prices, bringing down its retail list to a level which represents a revision downward of nearly 40 per cent. from the quotations in effect last July.

KENNERDELL NOT BATCH CONTEST BOARD HEAD

Man From Franklin, Pa., Named as Leader of A. A. A. Racing Committee.

THE SUN yesterday added unwittingly to the honors of Amos G. Batchelder, chairman of the executive committee of the American Automobile Association, by making him chairman of the Contest Board of that organization as well. The mistake came about through common misunderstanding of a telephone conversation by Mr. Batchelder and the automobile editor of THE SUN. It was nosey in the editor from which each of them was talking and so the names of "Batchelder" and "Kennerdell" got mixed.

For it was actually Richard Kennerdell of Franklin, Pa., who got the place. He is described as "an enthusiast in contest matters, once figured as something of a cyclist and has been a pioneer motorist since the introduction of self-propelled vehicles."

Mr. Batchelder said yesterday that the association had urged on William Schmitt to remain as contest chairman, but that the latter found it impossible. Mr. Schmitt's attitude toward stock car contests was not unfavorable. He merely was enforcing the rules as they stood, and felt he could do no less until the rules were changed. Incidentally, at the meeting where Mr. Kennerdell was appointed, there was a reflection of a recent row in the A. A. A.

Dr. A. B. Heyl of Ohio, who made charges against the organization, has been dropped from the board of directors and the Ohio State Automobile Association was asked to name a man in his place.

CHAINS BALK "SKIDDERS."

Sure Method of Preventing a Car Sliding Is This.

By F. W. MULLER.

Sliding is not a fancy of the imagination. Every motorist who has experienced the sensation of having his car slide from under him and go slithering into a tree, curb or passing vehicle is well aware that skidding is a dangerous fact that calls for drastic preventive measures.

Sliding is the greatest danger that befalls the motorist. It comes without warning, turns pleasure into peril and takes enormous toll in human lives and wrecked cars. It is a danger which is usually futile, often fatal, always folly. Skidding is no respecter of person, purse, time, place or conditions. Pride, strength, will and bank accounts fall before its relentless force. Statistics prove that fully 90 per cent. of motor car accidents and fatalities are due directly or indirectly to skidding.

You would consider it foolhardy to drive a car with faulty brakes. Yet the best brakes cannot prevent skidding. There must be even and secure traction action, not merely brake action. Brakes can only control the rotary motion of the wheels. They cannot stop the side glide of rubber tires.

Wheels equipped with chains automatically lay their own traction surface. Friction is effected without affecting the tires. They strike the ground squarely—hold and release instantly. They fight for firm contact, always gain their ground, prevent slides and driveslip. Anti-

skid chains make the best of bad going wherever you go. You may be lulled into a false sense of security by the good behavior of your car on dry, paved streets. But what about the country runs? To motor on icy or muddy roads without tire chains is like rocking a rowboat in mid-channel. Wed your car to tire chains and you'll be on the safe side wherever you ride.

SHOWING NO "SHOW CARS."

Studebakers, Among Others, Display Only the Standard Stuff.

A feature pretty sure to impress the visitor at the Palace this year is that most manufacturers have been content

to rely upon an exhibition of their standard stock cars. This condition is commented on by George H. Phelps, Studebaker distributor.

"There was," said he, "when manufacturers put themselves out to finish up special cars for exhibition at the shows. Sometimes they even painted them in special colors and with a degree of care which entitled them to the factory designation of 'show cars.' These cars were first shown here and were then shipped about the country from show to show."

"As I recall it, it was three years ago that the Studebaker Corporation declared against this practice. Since then a good many other manufacturers have followed suit. We find occasion to approve our attitude every few minutes during the progress of a show."

There is no occasion to drive your automobile with "your heart in your mouth"

Diamond Vitalized Rubber Squeegie Tires

When you motor you must be in command of the situation in any emergency—you must know in advance that the slightest turn of your steering wheel will be obeyed.

The raised bars on Diamond Squeegie Tread, running in both directions, push the ooze from underneath the tire and take a firm grip on the pavement—no chance for a skid.

The Safety Tread Bars made of tough, thick Vitalized Rubber are full of wear—they will not grind off or chip off. This extra thickness of Vitalized Rubber on the tread at the point of contact is your assurance of more mileage.

Ask for Diamond Tires
BEST FOR AUTOMOBILES, BICYCLES AND MOTORCYCLES

Chalmers The Master "Sixes"

Get a standard of motor car values by seeing the Chalmers "Sixes"—then you will enjoy the Show.

Comparing other cars with the Chalmers will convince you that the Chalmers Master "Sixes" are the best values on the market. Keep "quality" and "price" in mind at each exhibit.

Master "Six" \$2175 Master "Light Six" \$1800

Grand Central Palace—First Floor
Walk straight ahead. The Master "Sixes" are at the end of the main aisle on the left.

Carl H. Page & Company
Broadway at 50th St.

Brooklyn: Carl H. Page & Co. Newark: Paddock-Zust Motor Company.
Jersey City: Christian Moller Co. Tonkers: Rose & Hibbard.

\$2100 buys a real Lozier Now is your time

Did you ever feel a longing for the luxury that Lozier owners enjoy? Did you ever count the months when you would own a high quality car such as the Lozier?

When out riding with your family, did you ever give road to a better car and as the big, powerful, clean line automobile sped by, say to yourself, "Some day I'll own a Lozier too."

A value without a parallel—the Lozier Light Four \$2100.

You can now buy a big, seven-passenger, luxurious Lozier for \$2100. Just think of it!—a real Lozier for only a little over \$2000.

Luxury is yours; speed is yours; smoothness, quiet and flexibility are here to delight your family and yourself.

Lozier safety—the same safety that gave Mulford courage to win the Vanderbilt and defeat other cars in race after race—is here to safeguard you.

Economy is yours for all time. Your Lozier Light Four runs seventeen miles to a gallon of gasoline under favorable conditions. Science has at last discovered a way to build a motor so that

it will give great power at small cost. Oil consumption is low enough to be inconsiderable.

300 to 500 lbs. have been saved in weight over most other cars selling around \$2000, and this means a big saving in tire bills. If you save only a set of tires in a year, it will mean about \$150.00—or \$37.50 per wheel, per year.

Hundreds of dollars worth of refinements are all yours. Just run through the list below and see if it does not explain why so many good business men are buying this Light Four at \$2100.

Positively No Superfluous Cylinders or Added Complications

They have no place in a car selling around \$2000 or under. Simplicity was our watchword in building this Four. It is refined and luxurious, but simple mechanically and inexpensive to operate.

Observe them on Fifth Avenue, on Broadway, on Wall Street; there are many 1908, 1909 Loziers in service. A famous resident of Manhattan recently wrote that when his 1907 Lozier wore out, he would buy a new Lozier, and he didn't lead us to believe that that time was at hand.

New Refinements

Special mountain climbing type Lozier motor
300 to 500 pounds saved in weight
Four speed transmission with direct drive on third speed
Tungsten steel valves
Gun iron pistons
Chrome-Silico-manganese springs
Silent floating rear axle

New top—can be operated by a woman
Quick acting side curtains
One-hand operated windshield
Silent chain engine drive
Convex rounded fenders
Tire pump—motor driven
Electric headlight dimmers
Instant locking rear tire carrier
Instrument board within easy reach of driver's hand

Gray & Davis electric starting and lighting system
Cleared running boards
Original Lozier streamline body
Corrugated hard rubber steering wheel
36 1/2 ft. turning radius
Full seven or five passenger body with disappearing extra seats
36 x 4 1/2 inch tires

Now is your time, Mr. Motorist—\$2100 buys a Real Lozier

LOZIER
LIGHT
FOUR
\$2100



GRAND CENTRAL PALACE DISPLAY
Demonstrations at Harry S. Houpt, Inc., Broadway and 56th St.

LOZIER MOTOR COMPANY, DETROIT

Oakland
"THE CAR WITH A CONSCIENCE"

WE use the best materials—you want dependability.
We incorporate only that which is necessary—you want simplicity.
We do not build a bulky car, for you want medium weight—it keeps the expense down.
We build good looking bodies—you want to be proud of the car you own.
Four and sixes in a wide range of body designs. \$1150 to \$2600, f. o. b. factory.
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